

The Hongkong Telegraph.

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NEW SERIES No. 8959

號五廿月九年二

THURSDAY, OCTOBER 27, 1910.

四拜禮

號七廿月十英曆

555 PIA ANTON.
SINGAPORE 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS
Selling \$1,500,000 at 1/2 = \$1,500,000
Silver \$10,000,000
RESERVE LIABILITY OF PROPERTIES \$15,000,000

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LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1/2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 1/2 per cent. per annum.
For 6 months, 1/2 per cent. per annum.
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N. J. STABB,
Acting Chief Manager,
Hongkong, 26th September, 1910. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,500,000
RESERVE FUND \$1,500,000
RESERVE LIABILITIES OF PROPERTIES \$1,500,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 1/2 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months, 1/2 per cent.

WM. DICKSON,
Manager,
Hongkong, 26th April, 1910. [18]

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 10,000,000

Head Office—YOKOHAMA

Branches and Agents:
TOKIO, HANKOW,
Kobe, TIENTSIN,
YOKOHAMA, PEKIN,
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LONDON, DALNY,
HONG KONG, PORT ARTHUR,
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HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1/2 per cent. per annum on the daily balance.

On fixed deposit—
For 12 months, 1/2 per cent. p.a.
For 6 months, 1/2 per cent. p.a.
For 3 months, 1/2 per cent. p.a.

TAKKO TAKAMORI,
Manager,
Hongkong, 27th September, 1910. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tals 7,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow,
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Königliche Seehandlung (Preussische Staatsbank)
Direktion der Disconto-Gesellschaft
Deutsche Bank
S. Elischer & Co.
Berliner Handels-Gesellschaft
Bank für Handel und Industrie
Robert Wittenberg & Co.
Mendelssohn & Co.
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INTEREST allowed on Current Account DEPOSITS accepted on terms which may be agreed on application. Every description of Bankers' Exchange business transacted.

J. KULMANN,
Acting Manager,
Hongkong, 24th March, 1910. [18]

Banks.

HONGKONG SAVINGS BANK.

THE Business of this Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$200 or more to the HONGKONG AND SHANGHAI BANK to be placed on a FIXED DEPOSIT at 1/2 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB,
Acting Chief Manager.

Hongkong, 18th July, 1910. [18]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP Gold \$3,350,000
RESERVE FUND Gold \$3,350,000

(about \$1,500,000.)

HEAD OFFICE—60, Wall Street, New York.

LONDON OFFICE—Threadneedle House, E.C.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF ENGLAND, LTD.,
THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS
ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 1/2 per cent. per annum on the daily balance and accepts Fixed Deposits at the following rates:

For 12 months, 1/2 per cent. per annum.
For 6 months, 1/2 per cent. per annum.
For 3 months, 1/2 per cent. per annum.

N. S. MARSHALL,
Manager,
No. 9, Queen's Road Central,
Hongkong, 26th September, 1910. [19]

Insurance.

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE—SHANGHAI.

DIRECTORS AND OFFICERS:
Alexander McLeod, Esq., Chairman,
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Lee Yang Su, Esq.,
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J. A. Wattie, Esq., Managing Director,
A. J. Hughes, Esq., Secretary,
S. B. Neil, Esq., F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies Act, England.

Insurance in Force \$7,855,885.00
Assets \$4,157,750.00
Income for Year \$150,550.00
Insurance Fund \$210,672.00

LEFFERTS KNOX, Esq., Hongkong,
District Manager, On On, Macao,
B. W. TAFE, Esq., District Secretary, and the Philippines.
ALEXANDRA BUILDING.

G. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG:
Sir Paul Chater, Kt., C.M.G.,
T. F. Hopgh, Esq.,
O. J. Lafren, Esq.,
Hongkong, 16th July, 1910. [18]

Hotel.

ORIENTAL HOTEL.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS Hotel has recently been thoroughly renovated and extensively enlarged and is now luxuriously furnished and up-to-date in every respect. Situated in the most central position. Large and airy rooms. Hot, Cold, and Shower Bath. Gas and Electric Lights and Fans. Large and comfortable lounge, Private and Public Bars and Billiard Rooms. CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION. Superior arrangements of the hotel. HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Families and Single. Special Rates for married families on application.

J. H. OXBERRY,
Manager.

FREDERICK REICHMANN,
Late Manager of J. H. LYONS (Trocadero), leading Caterers in London, and GRAND ORIENTAL HOTEL, Colombo.

Telephone No. 107.
Telegraphic Address "Comfot" Hongkong.
Hongkong, 26th September, 1910. [19]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR SHANGHAI: { ARCADIA, Capt. S. Barcham, Daylight, 28th Oct. } Freight and Passage.

LONDON, etc., via usual Ports: { DEVANA, Capt. H. P. P. P., Noon, 10th Oct. } See Special Advertisement.

LONDON and ANTWERP via SINGAPORE, PENANG, PALAWAN, etc.: { Capt. C. R. Longden, R.N.R., 5 P.M., and Nov. } Freight and Passage.

COLOMBO, PORT SAID, and MARSKILLER: { Capt. H. N. Rivers, R.N.R., 4th Nov. } Freight and Passage.

SHANGHAI, MOJI, KOBE, OYUON, and YOKOHAMA: { Capt. H. N. Rivers, R.N.R., 4th Nov. } Freight and Passage.

For Further Particulars, apply to L. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 26th October, 1910. [14]

Announcements.

LANE, CRAWFORD & CO.

TYPEWRITERS.

SAVE 30 per cent.



BY USING

GRADYIZED REBUILT TYPEWRITERS.

OLIVER No. 3 \$165
OLIVER No. 5 \$220
REMINGTON No. 7 \$175
MONARCH No. 2 \$240

CALL AND SEE THEM.

LANE, CRAWFORD & CO. [11]



KUPPER PILSENER BEER.
THE LONG BOTTLE WITH THE LONGEST REPUTATION.
SOLE AGENTS—
CALDBECK, MACGREGOR & CO.
Established 1864.
Hongkong, 26th October, 1910. [11]

Hotels.

WEISMANN'S BREAD.

ABSOLUTELY PURE AND WHOLESOME.

Hongkong, 22nd October, 1910. [14]

HOTEL CRAIGIEBURN.

Plenty of Gas, the Park, near the Tram Terminus, Tel. 56.

For Terms, etc., apply to the MANAGER.

Residing, 2nd July, 1910. [11]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON: MONDAY, 24th October.
8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM
10.00 P.M. KINSHAN 5.15 P.M. FATHAN
CANTON TO HONGKONG: THURSDAY, 27th October.
8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN
10.00 P.M. FATHAN 5.15 P.M. KINSHAN
HONGKONG TO CANTON: TUESDAY, 25th October.
8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN
10.00 P.M. FATHAN 5.15 P.M. KINSHAN
CANTON TO HONGKONG: FRIDAY, 28th October.
8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM
10.00 P.M. KINSHAN 5.15 P.M. FATHAN
HONGKONG TO CANTON: WEDNESDAY, 26th October.
8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM
10.00 P.M. KINSHAN 5.15 P.M. FATHAN
CANTON TO HONGKONG: SUNDAY, 30th October.
10.00 P.M. FATHAN

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodations. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 2,105 Tons and "SUI-PAN" 1,305 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSIONS TO MACAO

On SUNDAY, the 30th OCTOBER, 1910.
The Company's Steamship
"HEUNGSHAN,"
will depart from the CANTON STEAMERS WHARF at 9 A.M.
and return from Macao at 5 P.M.
FARES:
1st Class Return \$4, Single \$2.00. 2nd Class Return \$3.50, Single 75 cts.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.
The Company's S.S. "SUI-PAN"
Departure from Hongkong to A.M. from the COMPANY'S WING LOK STREET WHARF.
Departure from Macao at 4 P.M.
N.B.—Taking only 2nd and 3rd and Deck Passengers. No First Class Passengers.
FARES: 1st and 2nd Class Return \$3 and Single 60 cts.
Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG" 1,357 Tons.
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 7 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM" 561 Tons, and "NANNING" 560 Tons.
One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuhow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or via Yarn by the Company's direct steamers "Linton" and "Santal". These vessels have Superior Cabin Accommodations and are lighted throughout by electricity. Electric Fan in each Cabin. Further Particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
HOTEL MANSIONS, FIRST FLOOR,
opposite the Blake Pier.

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

Hongkong, 5th February, 1909. A. F. DAVIES,
Manager. [11]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely new Management. Large and comfortable Rooms, Excellent Cuisine, under the supervision of an experienced FRENCH CHEF, and separate Tables for Hot and Cold Baths. Electric Light throughout. Terms moderate. First Class Accommodation for Families and Tourists.

Under Personal Supervision of
L. GAMEAU, Proprietor.
N. BEUMENTHAL, Manager.

Telephone, 130. Telegrams "Astor."



THE
"REMINGTON"
TYPEWRITER

It is not the cheapest when purchased, but it is the cheapest in the long run, as it proves by the fact that the number of Remingtons sold annually is vastly greater than that of any other make.
It has always been and is to-day the recognized standard among writing machines.
It does the best work and keeps doing it for the longest time.
CAUTION.—Beware of cheaply renovated old Remingtons, sometimes put up in original packing, which are either machine or junk. They are offered at low prices and are really a waste of money and space.

SOLE AGENTS FOR HONGKONG AND CANTON
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Manhattan, N.Y.

Intimations.

Wm. Powell, Ltd.,

GENTS' OUTFITTERS

SPECIALISTS

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SHOES...

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BOOTS...

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SHAPES...

Soft and Stiff Dress Shirts

DRESS GLOVES,

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DRESS SOCKS,

ETC. ETC. ETC.

Wm. Powell, Ltd.,

28, Queen's Road.

(Opposite Clock Tower.)

THE TRANS-ATLANTIC FLIGHT.

In the presence of an admiring throng, the airship America was successfully launched yesterday morning, telegraphed the Atlantic city correspondent of the "Daily Telegraph," on September 16. To-day, as I write this dispatch, the big craft in which, under the auspices of the "Daily Telegraph" and the "New York Times," Mr. Wellman, and their crew will endeavour to cross the Atlantic, occupies very much the same position as a vessel which has recently left the slips. The engines are to be tested, the finishing touch is to be placed here and there, and then, by way of preliminary to the great flight, there will be a trial trip—perhaps even two or three.

To say that the airship is "launched" means, in this case, that the hundreds of gross canvas bags of sand which hold the big cigar-shaped balloon, inflated with 35,000 cubic feet of hydrogen gas, safely to the ground, were released, and so readjusted that the balloon arose in the air almost to the roof of the hangar, and for the first time actually bore the load of the big steel car, weighing 4,400 lb., in which the motors are built, and which also provides accommodation for the crew of six men. The same cigar-shaped balloon, 22 ft. in length, has been tested to carry ten tons for thirty days under Transatlantic conditions, but when the voyage commences there will be considerably less weight, probably one of eight tons and a half.

This estimate includes the great steel car, with its crew and machinery, the life-boat, which swings beneath the car and which, in case of necessity, can be set free within a few seconds, and also the equilibrators, which scales one and a half ton.

The equilibrator is one of the most striking features of the airship America. It trails from the car into the sea, and, by most ingenious arrangements, secures stability for the airship, besides regulating the altitude above the sea. A American says I mean believe that this vessel, now almost ready for flight, may be the pioneer of all of our Dreadnoughts, and the launch yesterday, though the vessel was still moored within the hangar, and its actual elevation toward the roof was only a few feet, was, therefore, a very interesting event. A few score steel wires were loosened, a few score bags of sand were removed or readjusted, a few bunks of the timber on which the keel of the car rested were taken away, and the craft gently, but surely, restrained only by the hands of fifty workmen with ropes, ascended towards the roof.

Now the steel wires which held the car to the gas envelope suddenly tightened, and when all was floating under restraint in the air, two feet clear of the ground, it was seen that all the weight was perfectly distributed, and that the alignment of the vessel was as true as a spirit-level. This lifeboat will not be suspended from the car until the trial trip is made, and that big trailer, upon which so much depends, and upon which the chief engineer, Mr. Vaniman, bases his greatest hopes—it might be fittingly described as his sheet-anchor—will not be attached until the actual trip from America to Europe is completed.

All the crew were present yesterday, when the final preparations were made, and also a number of visitors from New York, including aeronauts and engineers. There was just as much enthusiasm as if some big liner were about to be released from the slips, and possibly on the part of Mr. Wellman, the director, and of Mr. Vaniman, almost as much anxiety. There was not very much to see from the spectacular standpoint, as you will infer from my description, but what there was meant a great deal to the designers and builders, and they were perfectly satisfied.

To-day the hangar is littered with packing-cases and stores. The two propellers, each 11 ft. 8 in. in diameter, and capable of 500 revolutions per minute when propelled by one of the eighty-horse-power motors, have arrived from Paris, and are being fixed to-day. They are real beauties, made of splendidly spliced and polished hickory wood.

Mr. Wellman tells me that he is determined, in the event of the Zeppelin explosion, and has arranged that the engine-room on the car shall be encased with asbestos, and that all inflammable parts of the airship shall be coated with asbestos paint. He believes that in point of fact there is far more danger of fire to the hangar to-day than when sailing across the broad Atlantic. Mr. Murray Simon, the navigator, seemed to-day to be of the same opinion. The hangar is a frail wooden structure, which would burn like tinder.

"It seems terrible," said Mr. Simon, "to think that we may be at the mercy of some madman or drunkard while we are obliged to remain in the hangar. One match applied to the framework of the hangar, and it would be all over, the work of years spent and thousands of pounds wasted. And one pistol shot fired into the gas envelope would be worse still, because there would be a record explosion and we would all be blown to pieces."

Like everybody else connected with the enterprise, Mr. Simon is greatly enthusiastic regarding the prospects of a successful voyage, and it will be a relief to him and every member of the crew when the airship is clear of the tricky coast winds, and is at last well launched on the Atlantic course, with her prow towards England.

Sixty men will be required to assist in releasing the vessel for her first trip, and if all goes well there will only be one trial, because, as Mr. Wellman and Mr. Vaniman believe, there is as much risk almost in docking and undocking an airship in a temporary wooden structure as in the actual journey across the Atlantic.

In case of disaster, which the crew refuse to contemplate, the lifeboat is provided for thirty days. The directors of the expedition have not only been best with hundreds of appliances to hold the car, but also with all sorts of lifeboats, and they are particularly anxious to see that the lifeboat is ready to start the car and that they are coming.

It is a pleasure to note the excellence of the British industries represented by the "America" airship. Nearly all the material was exported from England, not because the United States cannot supply good steel wire, a good lifeboat, good mathematical instruments, good lamps, and so forth, but because England can supply these things still better, and in this case, where the safety of life and limb may be at stake, there can be taken nothing but the very best which the storehouses of the world can afford.

Mr. Irwin, the young Australian, who has been engaged to send wireless messages to the "Daily Telegraph" and the "New York Times," was busy to-day making a big silk box kite.

"I hope we will not want it," he said smilingly, but if we do come to grief, my wireless plant will be transferred from the car to the lifeboat. It will be my duty to call for help. I think I can send a message about sixty to one hundred miles, according to the atmospheric conditions, and by means of this kite, which can fly at an elevation of three or four hundred feet, I can get messages from a much longer distance. The kite is flown by means of phosphor-bromine wire."

Mr. Chamberlain, secretary of the expedition, mentions, as proof of the durability of the gas envelope, that during the last two weeks only four tenths of one per cent. of the contents have escaped per day, and they are prepared to lose 3 or 5 per cent. The surplus gas caused by expansion under heat will not be wasted, because it will be drawn off from the envelope into the engines, where it will be utilized to run the propellers, and to that extent save the gasoline.

It is estimated that three casks of water, each containing seventy-five gallons, will be sufficient for the wants of the crew and for cooling the engines. Mr. Albert, the French-American who has been engaged as assistant engineer, remarked grimly this afternoon that no fresh water will be wasted in washing hands or faces, and even shaving will be considered unnecessary.

"So long as we land with the Stars and Stripes in England," he said, "I guess it won't matter very much whether we are as black as stokers, and greasy to boot."

Mr. Albert is a cherub-faced youth of 20, and is the youngest member of the crew. He contemplates the forthcoming experiment very lightly, but the young lady by whom he was accompanied yesterday, either his sister or his sweetheart, seemed far less cheerful. I asked Mrs. Wellman and Mrs. Vaniman, who witnessed the launch yesterday, whether they had any misgivings, and they replied that they had perfect faith in their husbands and in the capacity of the airship and its equipment.

BAND OF AUSTRALIA.

TRIUMPH OF THE YELLOW RACES.

An article in the *Referee* (London), of August 26, tells us definitely what is the destiny of Australia. It can be gathered from the following extracts:—

"Neighbourless, opinionated, romantic, wealthy, musical, and now, the Australian nation is about to make history. The touchiness of neighbourless nations, isolated communities and lonely men is the result of natural law, not of human conspiracy. A lonely man of ability abides with a good conceit of himself; often a man whose self-confidence is sublime. The fact that Britain was Australia and that no way detracts from their pride of ownership in a vast quantity of land."

"Australian immigration policy has reversed the practice of Canada, with the result that a land capable of supporting two hundred million people holds a practically stationary population of about four millions, many of whom favour artificial restriction, not only of immigration, but of their own families. The Government of the country is conducted in the interests of manual labourers, who welcome new-comers into their trade unions as little as Tibetan welcome foreigners. A considerable section of untravelled Australians, conscious of the advantage of non-competition in their favoured land, regard the British with a half-pity bordering on contempt, and the Japanese with a dislike that finds its expression in insult. Rudeness to the Japanese by the Australians has been the rule for 20 years. By rudeness I mean the practical and continuous exhibition of distaste, dislike, repulsion and disgust. Japan is gifted with a long memory. She can smile and smile and smile for a decade or century—then she strikes, and strikes home. The stupidity of British race-olack which permitted the first Australian settlement to open a continent won by five French years paid for by the British and not repaid after opening a capital account with Australia, is a policy that begins to hearten. It is no use crying over spilt milk."

The time has come to face a realisable logic. Necessity compels the yellow races to a literal Australian civilisation. The yellow races possess the power to destroy Adelaide, Melbourne, Sydney and Brisbane; to occupy the Northern Territory, and to compel future Australians to groom the horses of their Japanese masters; to teach Mongolian infants, and to drag Tartar gentry in the shreds of jirrickhans.

"The Australians will die gallantly, they are great gentlemen. They will fight and die, but they will not be beaten easily and in detail without a fight. It is no use crying over spilt milk. The world will wonder at the intensity of the miscegenation of the dream of a white Australia. The Japanese may prefer first to occupy the California and Oregon coast of North America, but they could not expect to hold San Francisco, Portland, Seattle, Tacoma, Victoria, and Vancouver City for more than three years. The elemental capacity of ninety million North American whites would, in fact, render itself, and could concentrate its brain and physique on ejecting the yellow man. Australia, however, is in the 'lock' of the Japanese. The Japanese, a people that does not forget, because the views of manual labourers prevail over the views of the students of life. I once saw a rat in a cobra's cage. There was no conscious danger. He sat on his hind legs like a kangaroo, cheerful and placid, preening himself with his forepaws. As the cobra drew near, erect for striking, the rat (like kangaroo in his posture) was unconscious of danger. He did not recognize the striking attitude of the cobra, and he was not afraid of it. In a few seconds the cobra was dead. The snake was drawn down, and the rat, perched on a ball, grinned to play with the snake. The cobra seemed to be his friend. All was over."

As this is the end of Australia, what a waste of energy it is to discuss all the questions of the day in the way we are doing. Why, we have a rat in a cobra's cage, and the cobra is dead. The world will wonder at the intensity of the miscegenation of the dream of a white Australia. The Japanese may prefer first to occupy the California and Oregon coast of North America, but they could not expect to hold San Francisco, Portland, Seattle, Tacoma, Victoria, and Vancouver City for more than three years. The elemental capacity of ninety million North American whites would, in fact, render itself, and could concentrate its brain and physique on ejecting the yellow man. Australia, however, is in the 'lock' of the Japanese. The Japanese, a people that does not forget, because the views of manual labourers prevail over the views of the students of life. I once saw a rat in a cobra's cage. There was no conscious danger. He sat on his hind legs like a kangaroo, cheerful and placid, preening himself with his forepaws. As the cobra drew near, erect for striking, the rat (like kangaroo in his posture) was unconscious of danger. He did not recognize the striking attitude of the cobra, and he was not afraid of it. In a few seconds the cobra was dead. The snake was drawn down, and the rat, perched on a ball, grinned to play with the snake. The cobra seemed to be his friend. All was over."

Intimations.

A FAIR EXCHANGE.

Large sums of money in no doubt realized from simple speculation, but the great fortunes are derived from legitimate and honest business where the goods furnished are worth the price they bring. Certain famous business men have accumulated their millions wholly in this way. Prompt and faithful in every contract or engagement they enjoy the confidence of the public and command a class of trade that is refused to unstable or tricky competitors. In the long run it does not pay to cheat or deceive others. Even a child or a dog soon learns to distinguish between real friends and foes in disguise. A humbug may be advertised with a noise like the blowing of a thousand trumpets, but it is soon detected and exposed. The manufacturers of

WAMPOL'S PREPARATION have always acted on very different principles. Before offering it to the public they first made sure of its merits. Then, and then only, did its name appear in print. People were assured of what it would do, and found the statement truthful. To-day they believe in it as we all believe in the word of a tried and trusted friend. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by uniform fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It aids digestion, drives impurities from the blood and cures Anemia, Scrofula, Debility, Indigestion, Throat and Lung Troubles, and Wasting Complaints. Dr. Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of a pure cod liver oil in a most palatable form." It stands in the front rank in the march of medicine. It is a scientific remedy and a food, with a delicious taste and flavour. No slow or doubtful action. "It cannot disappoint you." Sold by all chemists.

HUNG ON & CO.,

SHOW ROOM AND STORE

at the Premises formerly occupied by

A. GIBBS & CO.,

17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND

FURNITURE

IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electric and Silver Fluted Glass and Iron Ware of all descriptions, always on hand, for sale or on hire at moderate rates.

Hongkong, 1st June, 1910. (41)

Entertainments.

NICOLA
Handcuffed
WILL JUMP INTO
THE BAY,
AT 12.30 ON SATURDAY,

FROM THE

HIGH DIVE,

AT THE

RECREATION CLUB.

HE MUST

RELEASE HIMSELF

in one minute or

DROWN.

Any one can see this Sensational

Death-Dealing Feat from the Water

Front at 12.30.

BOOK SEATS at ROBINSON PIANO

COMPANY.

Hongkong, 27th October, 1910. (66)

MINISTERING CHILDREN'S

LEAGUE.

UNDER THE PATRONAGE OF HIS EXCEL-

LENCY THE GOVERNOR.

A BAZAAR AND FANCY FETE

will be held in the

VOLUNTARY PARADE GROUND

(by kind permission of the Commandant and

Officers, Hongkong Volunteers).

SATURDAY,

October 29th, from 4.30 to 6.30 P.M.

4 P.M. Children's Play.

Proceeds to be divided amongst various

local charities for children, and the Hongkong

Committee, M. C. L. House, at Otterhawk

Surry.

If not the Bazaar will be held in the Volun-

tary Drill Hall.

NO CHIT TAKEN.

Hongkong, 28th October, 1910. (66)

HONGKONG AVERAGE MARKET

PRICES.

Correlative with Oct. 1910, 200 cts. per 5 lbs.

BUTCHER MEAT.

Beef steaks and prime cuts—Mei Lung Pa B.

" Corned—Ham Ngan Yuk

" Roast—Shio

" Breast—Ngan Lan

" Gopp—Tong Yuk

" Stuck—Ngan Yeh Pa

" Sirloins—Ngan Lan

" Sausages—Ngan Yeh Chong

" Sallocks—Rabbit—Know

" Tongue—Ngan Li

" Corned—Ham Ngan Li

" Head—Ngan Tai

" Heart—Ngan Sam

" Hump—Salt—Ngan Kio

" Feet—Ngan Kio

" Kidneys—Ngan Yeh

" Tail—Ngan Mei

" Liver—Ngan Oo

" Tripe (undressed)—Ngan To

" Calves' Head and Feet—Ngan-chai

" Lamb—Kio

" Mutton Chop—Young Pal Kwa

" Leg—Young Pal

" Shoulder—Young Shan

" Pigs' Chubbings—Chai chong

" Brains—Chai Kio

" Feet—Chai Kio

" Fry—Chai Kio

" Head—Chai Kio

" Heart—Chai Kio

" Kidneys—Chai Kio

" Liver—Chai Kio

" Pork Chop—Chai Kio

" Corned—Ham Chai Kio

" Leg—Chai Kio

" Fat or Lard—Chai Kio

" Sheep's Head and Feet—Young Tan

" Keok

" Heart—Young Sun

" Kidneys—Young Yeh

" Liver—Young Oo

" Sucking Pig, To Orie—Chai Kio

" Sweet Beef—Sung Ngan Yeh

" Mutton—Sung Yung Yeh

" Veal—Ngan Chai Yeh

" Sausages—Ngan Chai Yeh Tong

POULTRY.

Chickens—Kai Chai

" Capons, Large, Small—Sip Kai

" Ducks—Ap

" Doves—Pan Kan

" Eggs, Hen—Kai Tai

" Fowls, Canton—Kai

" Hainan—Hoi Nam Kai

" Geese—Nga

" Geese, Wild Shanghai—Sheng Hoi Ye

" Nge

" Musk Deer—Wong Kang

" Hare—Ts Chai

" Partridge—Shan Kai

" Pheasant—Chai Kai

" Pigeons, Canton—Pai Kio

" Holow—Hollow Pak Kio

" Quail—Um Chai

" Rice Birds—Wo Fa Chai

" Solps—Sa Chai

" Turkey, Cock—Fo Kai Kang

" Hen—Na

" Wild Ducks, Shanghai, Sol-ap

" Teal, Shanghai, Sol-ap

" Wild Ducks, Canton—Sung Shing Sol

" Ap

FISH.

Barbel—Ka Yu

" Bream—Bie Yu

" Canton Fresh Water Fish—Hoi Sin Yu

" Gar—Li Yu

" Quail—Chai Yu

" Dotted—Mun Yu

" Grabs—Hal

" Gudgeon—Mok Yu

" Dab—Se Ming Yu

" Dace—Wong Mei Lun

" Dog Fish—Ti To Si

" Kaki, Oyster—Hoi Nam Yu

" Fresh water—Hoi Sin Yu

" Yellow—Wong Sin

" Frog—Tien Kai

" Gar—Li Yu

" Gudgeon—Pai Kio Yu

" Herring—Tao Kai

" Halibut—Chong Kwa Yu

" Loach—Wong Yu

" Lobster—Lung Hi

" Mackerel—Chai Yu

" Milk Fish—Mun Yu

" Mullet—Chai Yu

" Oyster—Sung Hoi

" Prawn—Kai Kai Yu

" Prawn—Kai Kai Yu

" Prawn—Kai Kai Yu

" Prawn—Kai Kai Yu

SHARK—SA YU

Shark—Sa Yu

Shrimp—Ha

Sausage—Lap Yu

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt
Whiskies distilled in Scotland.

GENUINE AGE

FINE MELLOW

FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS,

Hongkong, 7th July, 1910.

IMPORTANT NOTICE.

WE have the pleasure to advise our CUSTOMERS and the PUBLIC GENERALLY that, under the superintendence of our new FACTORY EXPERT, recently arrived in the Colony (who has had 18 years' experience in the leading Shoe Factories of the United States), we are NOW prepared to supply the FINEST Up-to-date MEN'S BOOTS and SHOES in our well-known brands "SUPREME" and "LILY" to suit the taste of everyone. Only the finest Leather and Materials are used, and best workmanship guaranteed.

At an early date, which will be duly notified, we shall be prepared to supply the finest and latest LADIES' Boots and Shoes.

**THE HONGKONG & CHINA
SHOE FACTORY, LTD.**

Works: 93 and 99, Praya East,
Office and Showroom: 88 and 85,
Des Voeux Road Central, a
few doors from new Post Office.

Hongkong, 2nd October, 1910.

NOTICE.
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Des Voeux Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contributions.
SUBSCRIPTION RATES (IN ADVANCE).
Daily—\$24 per annum.
Weekly—\$12 per annum.
The rates per quarter and per annum, proportionally, for periods less than one month will be charged as for a full month.
The daily paper is delivered free when the address is accessible to messengers. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issues to any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

DEATH.

Sept. 25, at Hampstead, James Greig, late of Hongkong, aged 70.

The Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 27, 1910.

RAILWAY IN CHINA.

In dealing with the subject of railway construction in China, Mr. W. F. Ker, H. M. Commercial Attaché at Peking, makes the following remarks:—"The chief obstacle to railway development in China is the antagonism between the Central Government and the inhabitants of the provinces. The former desires to get all the railway under the supreme control of the Board of Communications, and recognises the necessity for foreign loans; the latter are jealous of Government interference and insist with varying degrees of failure or success on providing their own capital and their own engineers. In spite, however, of all obstacles, the construction of railways is bound to continue, and ample opportunities for British enterprise will be afforded for many years to come. Competition for supplying material is exceedingly keen, and the only firms that have a chance of success are those which are directly or indirectly represented by technical experts on the spot. An indication of the interest taken by the Central Government in the future of railways in China is afforded by the establishment in September, 1909, in connection with the Ministry of Communications at Peking, of a school for training railway officials. The school is built for 100 students, but the number is at present limited to 350, who come from all parts of the Empire and vary in age from 18 to 25. There are about 30 teachers, including 1 British, 1 American (a drill sergeant), 2 French and 2 German. Most of them are well paid. The full course is three years, and the students are divided into three sections according to the foreign language, English, French or German, taught them in addition to other subjects. The curriculum includes the Chinese language drill, geography, history of Chinese railways, mathematics, drawing, chemistry, physics, traffic management, railway bookkeeping, elements of engineering, steam and electrical, workshop administration, and railway company law. This same antagonism between the provincial inhabitants and the Central Government (to which Mr. Ker refers) has been made painfully apparent in the case of the Chinese section of our Kowloon-Canton Railway, the opening of which has been delayed considerably through this cause. Now, however, it appears that things are on the mend and that in response to representations from Hongkong the Chinese are over-riding the difficulties formerly facing them and making every endeavour to get their part of the route completed as quickly as possible.

LOCAL AND GENERAL.

THE F. M. S. gold exports to end of September total 13,315 ounces—all from Raub.

THE HONGKONG and CHINA S.S. Co. pays an interim dividend at rate of 10 per cent for 1910.

A CONSIGNMENT of mules arrived from the North by the S.S. *Sui Sang* this morning. The animals are for Cebu.

THE owner of a fishing-junk was fined \$35 this morning for carrying salt on board, thereby defrauding the Government of licence money.

WE received information from Messrs. E. S. Kadoorie & Co. too late to enter in their list of quotations that Hongkong Bank are quoted at 48½ sellers.

THE kidnapping case which we mentioned in our last issue was called before Mr. J. R. Wood at the Magistrate's Court this morning, when a native woman appeared on a charge of alleged illegal harbouring of four Chinese girls and a boy. All the children bear marks of violence on their persons, said to have been inflicted by the defendant with a cane. The latter's story is, she said, that the girls had already been induced to lead an immoral life by their mother at Canton, and that she had nothing to do with the matter. The case was remanded, bail being refused. Mr. J. H. Gardner appeared for the defendant.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present: His Excellency the Officer-Administering the Government, Sir Henry May, K.C.M.G., Hon. Mr. A. M. Thomson, (Colonial Secretary), Hon. Mr. C. McF. Meiser, (Colonial Treasurer), Hon. Mr. W. W. Chatham, C.M.G. (Director of Public Works), Hon. Mr. A. W. Brown (Registrar General), Hon. Mr. F. J. Badoley (Captain Superintendent of Police), Hon. Mr. Wei Yuk, C.M.G., Hon. Mr. E. Osborne, Hon. Mr. Murray Stewart, and Mr. C. Clements (Clerk of Council).

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCIAL MINUTES.

The Colonial Secretary laid on the table Financial Minutes Nos. 90 and 91.

It was agreed that they be referred to the Finance Committee.

FINANCE COMMITTEE'S REPORT.

The Colonial Secretary laid on the table the report of the Finance Committee (No. 16). It was approved.

IMPORTATION OF MORPHINE.

Hon. Mr. M. Stewart:—Your Excellency, I rise to move the resolution of which I have given notice. It obviously refers to a striking fact, disclosed in the answer made to the question which I asked at our last meeting. The disclosure that all the morphine, and one-third of the compounds of opium at present being imported into the Colony, comes from London, seems to me to call for an expression of opinion in this Council. Viewed in the light of recent local history the situation revealed is truly Gilbertian. The Imperial Parliament having decided that it is morally indefensible to sell opium, the British Government instructs this Government to legislate against the use of the drug. First, we are told to close all the opium divans forthwith. To that the unofficial members of this Council demurred. We did not demur to the application to this Colony of the policy adopted by His Majesty's Government for the gradual suppression of the Indian export to China. We acquiesced in and expressed approval of the arrangements made by Sir Edward Grey to destroy in ten years, by a process of gradual extinction, the Indian export, merely pointing out that a principle held to be just when applied to the Indian export might with equal justice have been made to apply to this Colony. We pointed out that if China keeps her part of the bargain the evils complained of would work themselves out completely during the decennial period in which the cultivation of the poppy is to cease, and that there was really no necessity for drastic repressive measures. Our representations were ignored in obedience to the demands made by the extreme section of the anti-opium agitators.

In obedience to their demands a Bill was forced through this Council, closing all the divans in March last. It only had to be forced through, it only met with opposition, because we were asked to accept by way of compensation a vague promise. The necessary legislation having thus been provided this Government has conscientiously administered the law. With what loyalty the Imperial mandate has been carried out is evident from the columns of the local press, which contains frequent accounts of police raids on restaurants and tea shops, suspected of including in the price of a meal, or of a cup of tea, the cost of the cooler "pipe of peace." The heaviness of the fines imposed bears eloquent testimony to the real displeasure in carrying out the orders from Home. It is at least questionable whether to this state on the part of the police force is not attributable some part of that failure to perform its primary functions which has led to adverse comment of late. While it remains unsafe for European ladies to walk alone, not in the heart of the town, but on the higher levels in the outskirts, and while the houses of Europeans and Chinese are alike burgled with impunity, because the Colony cannot afford a police force large enough effectively to patrol our roads, part of the strength of that already inadequate body is diverted from the pursuit of the thief, the snatcher, and the disorderly drunkard, to hunting the comparatively harmless opium smoker in his lair. Not only have we exposed the community to the dangers arising out of this drain upon the strength of our police force, we have been obliged to pass legislation which has changed the character of the Port. We have been obliged to agree to some of the very things against which the unofficial members of this Council successfully fought at the time of the passing of the Liquor Ordinance.

The falseness of that Ordinance was disclaimed on behalf of the Government by Your Excellency at a recent meeting. Your Excellency's disclaimer corrects an error, which has stalked abroad beyond the limits of the Colony, throwing the whole responsibility for a step the wisdom of which, in the long run, remains to be proved, upon His Excellency Sir Frederick Lugard. He has been represented as the initiator of the measure. This, perhaps natural, error, made a first appearance in a local paper, not long ago. I made a mental note of it at the time, just as any "watcher of the skies" might make a note when some new and important comet "swims into his ken." I saw it without a tall, comely fellow, in an English press, not long ago. An article appeared in the "Standard" telling the Home public that His Excellency Sir Frederick Lugard had sprung the measure upon Hongkong as a surprise to the inhabitants, the fact being that he had said in this Council, "The Bill before you is a sincere attempt to give effect to the wishes of the community as they are represented by the official members of this Council." The community had volunteered through its official members to assent to the imposition of an import duty instead of the licensed license system proposed by the Government. They did so in the belief and on the express understanding that an import duty on foreign wine and spirits could be levied without working through the Harbour. Now without calling the attention of the Council to the fact that the

upon the fact that foreign wine and spirits were being declared on ships' manifests in order to secure being allowed so as to avoid breakage. The Government's first attempt to draft a Bill carrying out the wishes of the community went far beyond them, providing as it did powers which, if exercised, would have completely changed the free trade character of the port. The opposition, which these provisions aroused led to the most objectionable being withdrawn. His Excellency Sir Frederick Lugard wisely met the wishes of the Colony, with the result that the Liquor Ordinance necessitated no change in the character of the port in respect of the fact that it did not entail the search either of personal baggage or cargo. His Excellency must therefore have experienced some difficulty in recognising himself represented in the "Standard" as the originator and founder of a regular Customs House.

The Attorney-General—I beg to call the hon. member to order. He is criticising certain actions adopted by Sir Frederick Lugard.

Hon. Mr. Murray Stewart—I had no wish to criticise Sir Frederick's action. On the other hand, I applauded his action and pointed out the wisdom of his course. If the hon. Attorney-General had the pleasure to listen to me a few minutes more, he would have realised that I was coming to the point.

The Colonial Secretary—In the meantime, I would like to say that, in my opinion, the debateable matter which has nothing to do with the present resolution and which I am in a position to attack of my own knowledge of what happened last year.

His Excellency—Your remarks are irrelevant. Hon. Mr. Murray Stewart—is it irrelevant, Sir, to argue that the interests of the Colony are adversely affected by every necessity for still further curtailing the freedom of the port?

His Excellency—That's not irrelevant.

Hon. Mr. Stewart—It's not irrelevant?

His Excellency—Not if it refers to opium.

Hon. Mr. Murray Stewart—Then may I be allowed to proceed?

His Excellency—Yes.

Continuing, Hon. Mr. Stewart said:—"The 'Standard's' article went on to say that contrary to fears expressed by incidents the Port had proposed subsequently to the establishment of a regular Customs House and this was put forward in such a way as to suggest that it was because of it.

By parity of reasoning plague is good for the trade of the port. The port prospered while we had the plague, in spite of it, not because of it. Only so could the port prosper with a Customs House. The port of Hongkong may be likened to a *Parlous*—one of those monumental arches familiar to travellers in China—erected over the road in an open place. If it is kept free from obstruction the traffic will pass through it. If a toll bar is erected across it, traffic will adopt the simple expedient of going round. So will commerce avoid Hongkong if you take steps calculated to make through traffic difficult. Every additional step taken in the direction of the establishment of a Customs House inevitably handicaps the business of the Colony. Several such steps we have had to take in connection with the Opium Policy. Under instructions from Home we have lately been compelled to pass laws, aimed at restricting the import of morphine and compounds of opium, the habitual use of which is admittedly more injurious than opium smoking.

This necessitated providing an extension of the machinery for searching cargo. A Bill providing additional powers of search had to be passed in the last month. The Council may remember that objected to the third reading. I did so because it occurred to me to wonder whether the alteration in the original Ordinance would have the effect of conferring the power to search cargo upon Chinese searchers. The undesirable of that must be apparent to anyone who reflects upon the possibilities. It turned out that this would have been the effect of this new Ordinance as originally drafted. Of course this was an oversight on the part of the Government. The Hon. the Attorney-General told me so. You did not mean to use such a power. Of course not. You never do want to use objectionable powers for which you legislate. You just want them to keep. You only wanted this one for European revenue officers. You altered the Ordinance accordingly, but even as it stands, it is a most grudging concession to a principle dangerous to the life of this Colony. It is part of the secret imposed upon us by a conscientious endeavour to carry out to the letter the spirit of the orders of the British Government. In spite of this the British Government continues to allow manufacturing chemists in Great Britain freely to supply a demand which this Government has been instructed to discourage and eventually to destroy. I credence to the Imperial law we have charged the old free-trade character of the port, more than we deem it to be desirable in the interests of the port, only to find that the people from whom it is most necessary to protect ourselves are our own people. If the Home Authorities can be brought to realise this, surely they must feel bound to take appropriate measures for our relief. Surely it cannot be that they will say it is so good stopping the export from England of the means of gratifying the opium vice in its worst form on the ground that it would then come from some other country. That large and influential section of the British Public which has so recently gone to the extreme of advocating the immediate prohibition of opium in the Crown Colonies will surely not allow the British Government to proceed upon the theory that "innocent" offences must needs be regarded as well committed. That would be a strangely cynical attitude for the present British Government to adopt, particularly in view of the style of the amendments which have been addressed to us in the past by the Secretary of State. This it will be difficult for the Home Government to invent a machinery for the purpose and to be so very. But our difficulties have not been limited to this. The Hon. the Attorney-General has moved a resolution, and the Colonial Secretary has seconded it, to the effect that the Bill should be referred to the Opium Ordinance Committee.

The Colonial Secretary—

1. Not valid.

2. The question is under the consideration of the Government.

OF THE COUNCIL.

The Attorney-General moved a resolution, and the Colonial Secretary has seconded it, to the effect that the Bill should be referred to the Opium Ordinance Committee.

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with credit refuse to consider the justice of the position revealed by the facts of the case. No enlargement on these facts is necessary. They speak for themselves. It is too much to hope that they will speak loudly enough to reach the far and high altitudes from whence militant protest and divine direct the anti-opium forces. But it is not beyond hope that they may set off vibrations in the purified air vibrations which may reach to the purities of the Colonial Office, and floating in it, at some open window find their way to the dusty pigeon hole labelled "Hongkong," there to bask gently like a distant telephone bell, until the sound attracts the attention of the permanent officials, our national protectors, to the faintest question "Is it fair?"

It is not fair. It is most unfair that the burden, the whole burden, of protection should be laid up on this Government. Believing that we are entitled to ask for the help of the British Government, I move:—

That this Council desires respectfully to draw the attention of the Secretary of State for the Colonies to the port of origin of all the morphine, and one-third of the compounds of opium, entering this Colony; and humbly prays him to lay before Parliament the priority of assisting his Government in its endeavours to discourage the opium vice in its most injurious form by restricting the export from England of the means of gratifying it.

His Excellency said the Government could not accept hon. member's resolution, which appeared to involve several criticisms on the action of the Imperial Government. Hon. member had begged the question on more than one point. The principal question which hon. member appeared to discuss was that the British Government had not been fit to restrict the export of morphine from England and that the Hongkong Government's action was taken at the instance of the Imperial Government. That was not so. They had acted on their own initiative, and with the object of meeting the wishes of the International Opium Conference held at Shanghai not very long ago. The fact that morphine reached the Colony from Europe had been brought to the notice of the Government several months ago and was receiving the consideration of His Majesty's Government. The probable reason for no action being taken to the matter was because it was necessary that those countries engaged in the morphine trade should come to some agreement with a view to co-operation. The Hongkong Government's action was equally obviously ineffective. They had done what they could but there was no denying the fact that prohibition was ineffective unless they could also get other countries to prohibit the export of the article. Again, hon. member insisted on the character of the port being charged at the instance of the Imperial Government. That was not so. It was true that they had to take orders from His Majesty's Government with regard to the opium question, but they were left to devise their own methods to replace the revenue as a result of their policy. They had acted on their own initiative and with their own free will. It was glad that hon. member had admitted that the suggestion to replace the opium revenue by imposing a duty on liquor emanated from the unofficial side. He recently reminded hon. member, who had taken to grumbling over the matter, that that mode of increasing the Colony's revenue was introduced at the very suggestion of the officials. He believed that the question of controlling the export of morphine from the United Kingdom was under the consideration of His Majesty's Government. In conclusion, His Excellency said that he would be glad to send hon. member's address with the resolution attached to the Secretary of State but he could not see his way to accepting the resolution and the Government would therefore vote against it.

Hon. Mr. Murray Stewart said that His Excellency had stated that the policy of the Home Government was not responsible for their having had to most unwillingly submit to a change of the character of the port. That was not so, and in applying that contention, he would refer to a speech made by His Excellency Sir Frederick Lugard last year. In that speech, His Excellency had said that "the necessity for doing something for the Colony's revenue" he need not enlarge upon, and that those responsible for the Colony's finances were compelled to look for some supply from the resources of the Colony. His Excellency had said that their action had been initiated by the local Government, but the step was dictated, if not in direct terms, at least in strong terms of admonition that there was righteousness in the step. Mr. Johnson, who was the protagonist in the British Parliament with regard to the opium question, had said that the question was not one of money but of morals, but at the same time that gentlemen did not mind prison being imported into the Colony. For those reasons, he was not prepared to withdraw the resolution.

His Excellency—Do you wish a division to be taken?

Hon. Mr. Murray Stewart—If you please, Sir.

On the division being taken, the resolution was lost by a small majority.

RAILWAY CHARGES.

Hon. Mr. Stewart asked:—Has the Government distributed a translation in Chinese of the scale of railway freight charges on goods passing between the frontier and Kowloon? If not, will the Government cause such a translation to be made and distributed widely?

The Colonial Secretary—

1. Not valid.

2. The question is under the consideration of the Government.

OF THE COUNCIL.

The Attorney-General moved a resolution, and the Colonial Secretary has seconded it, to the effect that the Bill should be referred to the Opium Ordinance Committee.

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The Colonial Secretary—

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NEW TERRITORIES.

Council held and could find in Committee of the Bill called the New Territories Bill, and amend the Bill relating to the administration and regulation of the New Territories. The Bill was read a third time and passed. The Council then adjourned till the 3rd Nov.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was agreed that the following votes be recommended for approval by the Council:—

PUBLIC WORKS.

A sum of seven thousand five hundred and sixty dollars in aid of the vote, Public Works, for the following items:—

Public Works Department, Other Charges	
Drawing Materials and Mounting	\$ 250
Public Works, Recurrent	
Maintenance of Buildings in New Territories	2,500
Maintenance of Tails	500
Gas Lighting, City of Victoria and Peak	1,000
Laying off Chinese Cemeteries and trenching for drains	3,500
Public Works, Extraordinary	
Extension of Lighting	600
Total	\$7,560

PRINTING AND BINDING.

A sum of five thousand dollars in aid of the vote, Miscellaneous Services, printing and binding.

POST OFFICE.

A sum of forty thousand six hundred dollars in aid of the vote, Post Office, A—Hongkong Post Office, Other Charges, for the following items:—

Carriage of Mails	
Gratuities to Shipmasters	\$ 3,000
Traffic Charges	310 00
Lights	100
Stamps	5,500
Total	\$40,910

This was all the business.

H. E. MAJOR-GENERAL BROADWOOD'S DEPARTURE.

VADEXICATORY REMARKS BY H. E. THE GOVERNOR.

At the conclusion of the day's proceedings at the Legislative Council, this afternoon, His Excellency the Officer-Administering the Government, Sir Henry May, said, that he was sorry H. E. General Broadwood was not present this afternoon. As they probably knew General Broadwood was leaving on Saturday next, and hon. members would not see him at that table again. If General Broadwood had known that he was going to deliver a speech, he would not have come there this afternoon and that probably accounted for his not being there that afternoon. (Laughter.) General Broadwood was one of the most modest men. His Excellency knew him well before and knew how well he distinguished himself in South Africa. Like all men of action, he was a man of few words. His Excellency proceeded to speak of the valuable work he had done in the field and of the keen interest he took in the Volunteers' activities. "I felt," said he, "that they would all join with him in wishing General Broadwood a happy return to his home and plenty of health to enjoy his long life." (Applause.)

HARMSTON'S CIRCUS.

ARRIVAL IN HONGKONG.

The popular Harmston's Grand Circus and Royal Menagerie of Wild Animals, arrived today by the S.S. *Hongkong* from Haiphong. The steamer went alongside Douglas wharf to receive the circus, and discharged all the baggage, etc., of the circus. On interviewing members of the company, our representative learnt that they had a fine tip up, and all the performers are in fine form for the opening night to-morrow. It is just a year ago since the Circus was here last, and to-day they are with us again.

Many new lions have been added to the programme of the show. The menagerie includes a couple of leopard cubs, the life of a cat, which are a great novelty. Mr. Rougel, the trainer, has twelve magnificent tigers. This is the largest collection of tigers that has ever been in Hongkong. A crowd of people were watching the disembarking of the animals from the ship this afternoon.

The grand opening night will take place to-morrow at Canvey Bay. A special train will be given on Saturday afternoon, when the "kiddies" will be admitted at half price.

AMONG the passengers by the North German Lloyd liner *Lauterbach*, which left Southampton for China and Japan on 27th ult., was Mr. G. S. Charles Ross, the new "King" of the Cook Islands, who is proceeding to his domains in the Southern Pacific.

A wreck dated the Hague October 9, stated that there is a strong current of public opinion at Lisbon in favour of ending some of the recent colonial policy, especially Timor, a friend of the N.W. Australian coast, General Asher, the island with Holland.

THERE will be no recommendation for the principal railways of the China-Szechwan line at the end of next year, when the railway company will have to pay for the line. The railway will have to pay for the line. The railway will have to pay for the line.

THE following arrangements have been made in connection with the departure of the S.S. *Hongkong* on Saturday next. The ship will leave at 10 p.m. and will arrive at Haiphong on Sunday morning. The ship will leave at 10 p.m. and will arrive at Haiphong on Sunday morning.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 15 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 1 TO 2 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alterations).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
"EMPEROR OF CHINA" SATURDAY, OCT. 29TH.	"ALLAN LINE" FRIDAY, NOV. 25TH.
"MONTEAGLE" TUESDAY, NOV. 8TH.	
"EMPEROR OF INDIA" SATURDAY, NOV. 19TH.	From St. John.
"EMPEROR OF JAPAN" SATURDAY, DEC. 17TH.	"EMPEROR OF BRITAIN" FRIDAY, DEC. 16TH.
"EMPEROR OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"MONTEAGLE" WEDNESDAY, JAN. 25TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.

"Emperor" Steamers will depart from Hongkong at 7 a.m. on the day named.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Emperor of Britain" and "Emperor of Japan" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Emperor" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Civil Servants, Members of the Navy, Military, Diplomatic, and Consular Services, European Civil Servants, Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 4/43

Via New York 4/45

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Plot).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	LOONGSANG	FRIDAY, 28th Oct., 4 P.M.
SHANGHAI via NINGPO	TUNGSHING	MONDAY, 31st Oct., Noon.
SHANGHAI	CHOYSANG	MONDAY, 31st Oct., Noon.
SINGAPORE, PENANG & CALCUTTA	RUTSANG	MONDAY, 31st Oct., 5 P.M.
MANILA	YUENSANG	FRIDAY, 4th Nov., 4 P.M.
TIENSIN	CHONGSHING	MONDAY, 7th Nov., 4 P.M.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kaiyong*, *Hongkong* and *Fookien* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light & a fully qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Canton, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kaitai, Lahad, Dair, Simpona, Tawao, Uenkan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.

General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW, TINGTAD, CHEFOO & TIENSIN	"HUICHOW"	28th Oct., Daylight.
HOIOW & HAIPHONG	"CHIEH"	28th " 10 A.M.
NEWCHOW	"HUPEH"	29th " Noon.
SHANGHAI	"LISAN"	29th " Midnight.
MANILA	"TAMING"	1st Nov., 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS	"TAIYUAN"	10th " (approx.)

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

SS. "ANTHAX" and SS. "SANDU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A fully qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA-TWINSORW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

FAST SCHEDULE TWIN-SORW STEAMERS (*Amoy, Chefoo, Lian, Chinkai*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Mummy Pier at 10 o'clock every Saturday night.

These steamers (and passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung).

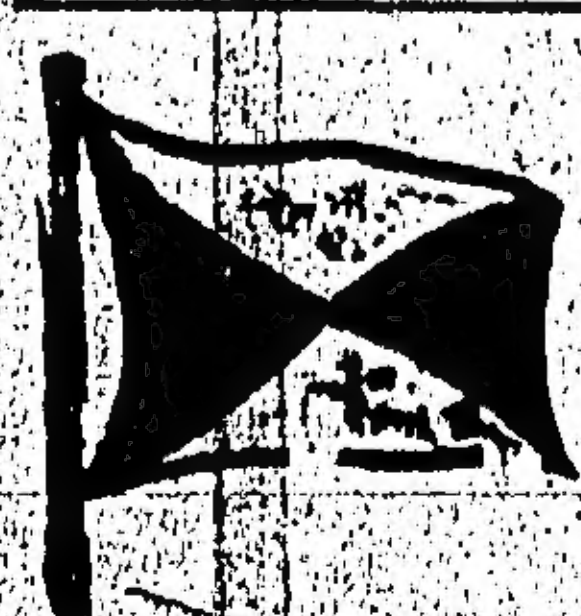
Fares—\$45 single, \$80 return.

The Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 16.

Hongkong, 27th October, 1910.



HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tonnage	Capitan	For	Sailing Date
CASIRO	1,500	A. Fraser	MANILA	SATURDAY, 29th Oct., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

Telephone No. 144.

Hongkong, 27th October, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and latest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA	"CHICAGO MARU"	6,182	WEDNESDAY, 27th Nov., at Noon.
MOJI, KOBE AND YOKOHAMA	"TACOMA MARU"	6,178	WEDNESDAY, 30th Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connections.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSAI via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 30th Oct., at 10 A.M.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nisshin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class	2nd Class	3rd Class
\$73.00	\$58.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 26th October, 1910.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.

STEAMERS.

SAILING DATES, 1910.

MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	TAIGO MARU, Capt. K. Sato, Tons 8000	WEDNESDAY, 27th Nov., at Daylight.
	KAMO MARU, Capt. F. L. Somers, Tons 9300	WEDNESDAY, 27th Nov., at Daylight.
	AKI MARU, Capt. K. Homma, Tons 7000	WEDNESDAY, 27th Nov., at Daylight.

VICTORIA, B.C. & SEATTLE	SADO MARU, Capt. S. Hiradai, Tons 7000	SATURDAY, 31st Nov, from KOBE.
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VICTORIA, B.C. & SEATTLE	TAMBA MARU, Capt. K. Sato, Tons 7000	TUESDAY, 6th Nov., at Noon.
SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	AWA MARU, Capt. S. Ishikawa, Tons 7000	TUESDAY, 6th Nov., at Noon.

SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	HIKKE MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 28th Oct., at Noon.
	KUMANO MARU, Capt. M. Winkler, Tons 6200	FRIDAY, 28th Nov., at Noon.

BOMBAY via SINGAPORE & COLOMBO	BYNABY MARU, Capt. N. Torasaka, Tons 5000	TUESDAY, 1st November, P.M.
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SHANGHAI, MOJI & KOBE	TOSA MARU, Capt. Y. Nomura, Tons 6000	WEDNESDAY, 4th November, P.M.
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NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekio, Tons 5000	TUESDAY, 23rd Nov., at Noon.
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KOBE and YOKOHAMA	AKI MARU, Capt. K. Homma, Tons 7000	THURSDAY, 27th Oct., at P.M.
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YOKOHAMA	KAWACHI MARU, Capt. H. Petersen, Tons 7000	SUNDAY, 29th October.
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Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers. Calling at Saigon.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE-RATES FROM HONGKONG.

To Marseilles and London via Suez Canal.

RATES OF PASSAGE.

To London, per New Steamer.

To London, per Old Steamer.

To London via New York 1st class Single.

To London via New York 2nd class Single.

To London via New York 3rd class Single.

To London via New York 1st class Return.

To London via New York 2nd class Return.

To London via New York 3rd class Return.

To London via New York 1st class Return.

To London via New York 2nd class Return.

To London via New York 3rd class Return.

To London via New York 1st class Return.

To London via New York 2nd class Return.

To London via New York 3rd class Return.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GOLF, CONTINENTAL AFRICA, CAPE and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA"

Captain H. Powell, carrying His Majesty's Mail, will be despatched from this for HONGKONG, on SATURDAY, the 29th October, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Adriatic*, 10,183 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and India, will be transhipped at Colombo into the Mail steamer *Proserpine* direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Marmora*, due in London on 10th December, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

M. A. HEWETT, Superintendent.

Hongkong, 17th October, 1910.

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamer

"ARCADIA"

Captain S. Bertram, will leave for SHANGHAI TO-MORROW, the 28th inst., at Daylight.

For Freight or Passage, apply to

E. A. HEWETT, Superintendent.

Hongkong, 27th October, 1910.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

via PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK ONLY:

S.S. "LOTHIAN"..... To sail hence on or about 29th Oct.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 13th October, 1910.

FOR SINGAPORE AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING"

Captain E. P. Smith, will be despatched for the above ports on TUESDAY, the 28th Nov., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 15th October, 1910.

"INVER" LINE OF STEAMSHIPS, LIMITED.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the MALABAR COAST.)

THE Steamship

"INVERESK"

Captain A. J. Smith, will be despatched as above on or about 8th November.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 14th October, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, VANCOUVER AND SEATTLE.

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Capitan	On or about
<i>Amelia</i>	4,350	J. Boyd	20th Nov.
<i>Red Bull</i>	3,880	H. E. Dowley	15th Dec.
<i>Summit</i>	6,230	F. E. Dowley	17th Jan.
<i>Kumari</i>	6,230	G. B. McGill	24th Feb.

(Calling at Amoy and Keelung if sufficient inducement offered.)

These steamers are specially fitted for the carriage of Alaska, Canadian and other FUR, HIDES AND SKINS TO THE UNITED STATES AND CANADA.

For further Particulars, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 14th October, 1910.

Shipping—Steamers.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON, AND ANTWERP.

THE Steamship

"FLINTSHIRE"

Capitan G. C. Gaddy, R.N.R., will be despatched as above about 7th November.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 27th October, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin on Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"

Capitan Helms, will be despatched as above on SATURDAY, the 18th November, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 26th October, 1910.

Consignees.

S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex S.S. *Dordogne*, from Havre ex S.S. *Normand* and from Bordeaux ex S.S. *de Rochefort*, in connection with above Steamer are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after 31st day of October, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st November, or they will not be recognized.

Unclaimed packages will be examined on the 1st October, at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS, Agent.

Hongkong, 25th October, 1910.

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"KANFAS"

Captain Linklater, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chipped, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 1st inst., at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co., Agents.

Hongkong, 25th October, 1910.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENAVON,"

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chipped, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st inst., at 3 P.M.

SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIN & Co., Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATIONS BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000 \$15,000,000	\$2,019,300	£2 for first half year ending 30.6.10 @ ex 1/8 = \$12.45	5% \$900 sellers \$86 10/-
National Bank of China, Limited	99,000	27	26	\$1,000,000	\$30,558	2s (London 3/6) for 1909	18 1/2 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$154,183 \$150,797 \$15,000	none	1s 1/2 for 1909	8 1/2% \$175 ex div.
North China Insurance Company, Limited	10,000	215	25	Tls. 238,444 Tls. 137,308 \$1,000,000	Tls. 205,019	Final div. of 7 1/2% for '09 making 15% in all.	5% Tls. 115
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$111,448 \$105,349 \$15,000	\$287,084	Final of \$20 per share, making 10c all \$50 per share for 1908 and an interim dividend of \$50 per share for 1909	7% \$40
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$294,405 \$299,264	\$707,537	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	7 1/2% \$195
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$150,000 \$11,108	\$435,406	\$6 and bonus \$2 for 1908	7% \$115
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,400,000	\$425,218	1s 7 for 1908	8% \$350 sellers
SHIPPING.							
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$57,743	Dr. \$2,777	\$1 1/2 for 1908	\$10 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$100,189 \$250,000	Nil.	\$1 1/2 for year ending 30.6.1908	\$21 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$507,100 \$78,705 \$15,491	\$20,766	Dividend of \$1 1/2 for 1908	2 1/2% \$31 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	25	25	\$138,100	27,537.2	£1 1/2 for 1907 on Preference shares only @ ex 1/10 11/16 = \$1.154	5% \$58
Do. (Deferred)	60,000					Final div. of 2/6 per sh. (coup. 14) making in all 4/6 per sh. for '09 & an int. div. of 1s per sh. on acc. for '10	5% \$1 1/3 sellers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$270,000 \$27,810	\$192,994	A dividend of 7 1/2% for '10 ending 30.4.1910	6 1/2% \$23
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$65,000	\$2,159	A bonus of 5%	6 1/2% \$10
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$520,000 \$51,580	Dr. \$5,090	\$5 for half year ending 30.6.1910	6% \$45 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$135,893	\$3 for 1897	\$15 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	100,000	21	21	\$215,000 \$12,389	£1,435	Interim of 1/6 for 1910 (coupon No. 14)	9% Tls. 19
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year	Pa. 10
Raub Australian Gold Mining Company, Limited	150,000	21	21	\$4,373	none	\$1 per share 15th dividend	5% \$7 sellers
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	none	none	Final of Gold \$0.85 for 1909 in all G \$115	5% \$9 sellers
Docks, Wharves & Godowns.							
Feewick (Gen.) & Co., Limited	18,000	\$25	\$25	\$25,275	Dr. \$2,460	\$1 1/2 for year ending 31.12.08	\$9 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$550,000 \$11,093 \$40,000	\$264,847	\$1 1/2 for 1909	4 1/2% \$54 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$221,000 \$28,314	\$22,765	\$1 1/2 for half year ended 30.6.1909	\$43 buyers
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 69,857	Tls. 6,381	Final of Tls. 1 1/2 making Tls. 6 in all for 1908 & 1909	8% Tls. 72
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 15,000	Tls. 9,233	Interim of Tls. 1 for 1910	7 1/2% Tls. 100
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 4,514	Tls. 6 for year ending 30.6.10	5 1/2% Tls. 97 sellers
Central Stores, Limited	10,123	\$15	\$15	\$15,000	\$24,044	\$1 1/2 for 1909	6 1/2% \$124 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	12,000	\$10	\$10	\$645,075	\$1,277	\$3 on old shares \$1 1/2 on new shares for half year ending 30.6.10	6 1/2% \$72 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$27,914	Interim of \$3 1/2 for 1910	7 1/2% \$100 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$225,000 \$22,850	\$269	45 cents for 1909	6 1/2% \$72 sellers
Kowloon Land and Building Company, Limited	8,000	\$50	\$50	none	none	\$1 1/2 for 1909	8 1/2% \$32 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,950,045 Tls. 10,000	Tls. 62,009	Interim of Tls. 3 for 1910	5 1/2% Tls. 111 sellers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,938	Interim of \$1.80 for 1910	8 1/2% \$29
COTTON MILLS.							
Two Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 250,000 Tls. 48,095	Tls. 10,991	Tls. 11 for year ending 31.12.09	8 1/2% Tls. 100 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	115,000	\$10	\$10	\$1,000,000	\$9,553	50 cents for year ending 31.7.08	\$32 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 275,000	Tls. 8,378	Tls. 7 1/2 for year ending 30.9.09	10% Tls. 51 sellers
Loon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,839	Tls. 6 for 1909	10% Tls. 50 sellers
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 1,000,000 Tls. 11,178	Tls. 11,173	Tls. 3 for 1909	12 1/2% Tls. 220 buyers
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,000	12/6	12/6	\$1,500	£208	15% per share for 1909	18 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$240,000	Nil.	60 cents for 1909	59
China Light and Power Company, Limited	50,000	\$1	\$1	none	150,243	60 cents for year ended 28.2.06	\$120 sellers
Do. Do. Special shares	50,000	\$1	\$1	none	15,602	80 cents for 1909	\$8 sellers
China Preferred Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$10,000	\$1,890	\$1.20 for year ending 31.7.09	7% \$174
Dairy Farm Company, Limited	40,000	\$2 1/2	\$6	\$1,000,000	\$4,300	Interim of 15 cents per share for 1910	10% \$4 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000	\$670	14 per cent. via \$1.40 for 1909	12 1/2% \$12 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000,000	\$11,708	A dividend of \$1.20 per share and a bonus of 10 cents per sh. for year end. 28.2.10	6 1/2% \$20
Hongkong Electric Company, Limited	160,000	\$10	\$10	\$1,600,000 \$75,000	\$7,606	Interim of \$1 per share for 1910	6 1/2% \$155 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$9,276	Interim of 31 per share for 1910	9 1/2% \$100 sellers
Hongkong Rovers Manufacturing Company, Ltd.	60,000	\$10	\$10	Tls. 547,500 Tls. 63,794	Tls. 126,682	3rd Interim dividend of Tls. 15 making in all Tls. 37 1/2 for 1910	5 1/2% Tls. 1,200
Maatschappij tot Exploitatie van Landbouwen op de polders in Langkai, Limited	25,000	Gls. 100	Gls. 100	none	none	80 cents on fully paid shares and 8 cents on 1st paid shares for year ending 30.4.10	5 1/2% \$13 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000	\$1,014	1st paid shares for year ending 30.4.10	5 1/2% \$13 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	none	Pa. 18,640	None	5 1/2% \$13
Philippine Company, Limited	75,000	\$10	\$10	none	none	None	5 1/2% \$13
Shanghai-Sumit & Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 21,520 Tls. 100,000	Tls. 5,250	No dividend this year	5% Tls. 122
Societe des Pulpes et Papeteries du Tonkin	19,200 500 1,300	50 Halabong Nongkai	25 Currency	none none none	none none none	First year None	50 sellers \$500 Hongkong Currency
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$21,096	None	\$24 sellers
Steam Laundry Company, Limited	40,000	\$25	\$5	none	\$27,66	10% for year ending 31st May 1910	\$57 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$4,000	none	60 cents for year ending 31.12.03	\$8 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$40,000	\$248	15% per ordinary sh. for year ended 31.12.04	5 1/2% \$11 sellers
Watkins Limited	10,000	\$10	\$10	none	\$1,021	15 cents for 1909	\$3 sellers
Watson (A.S.) & Co., Limited	10,000	\$10	\$10	\$100,000 \$1,000	\$2,613	3% for 1909	\$62 sellers
William Powell, Limited	15,000	\$7		none	\$78	None	\$2 buyers

Hotel.

SKATING I SKATING II SKATING III

AT THE

BELLE VIEW HOTEL.

SHAUKIWAN ROAD.

Telephone No. 907.

Sessions 10 a.m. to 11 p.m.

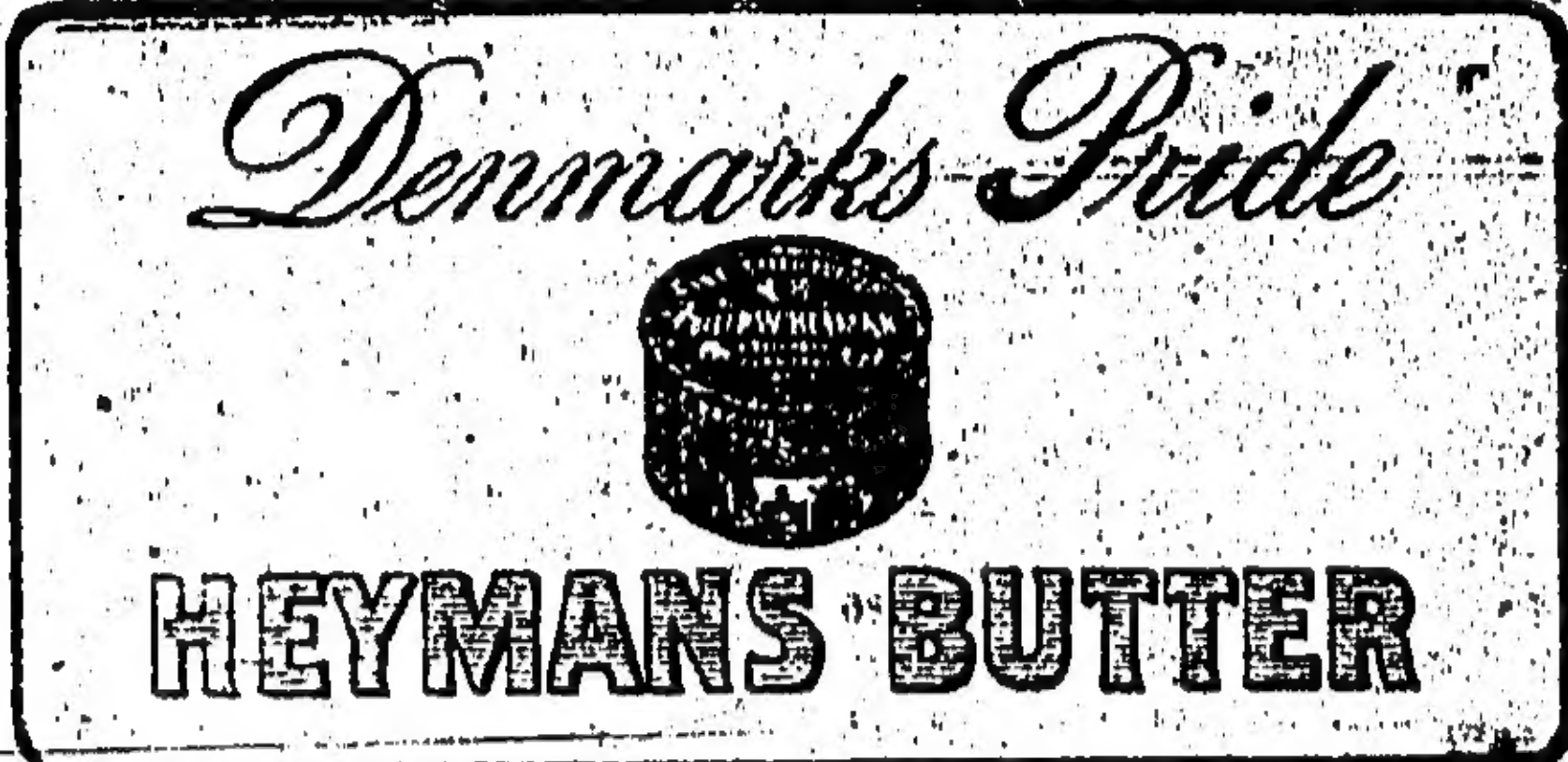
Hours from 10 a.m. to 12 Noon and 2 p.m. to 4 p.m. are reserved for Ladies and Children only.

W. GALLAGHER,

Manager.

Hongkong, 17th October, 1910.

Intimations



SIEMSEN & CO., Sole Agents.

49

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	7.30 a.m. to 10.00 a.m. ... Every 10 minutes
10.00 a.m. to 11.00 a.m. ... Every 15 minutes	11.30 a.m. to 12.45 p.m. ... Every 15 minutes
12.45 p.m. to 1.15 p.m. ... Every 10 minutes	1.15 p.m. to 1.45 p.m. ... Every 15 minutes
1.45 p.m. to 2.15 p.m. ... Every 10 minutes	2.15 p.m. to 2.45 p.m. ... Every 15 minutes
2.45 p.m. to 3.00 p.m. ... Every 15 minutes	3.00 p.m. to 3.30 p.m. ... Every 15 minutes
3.30 p.m. to 5.00 p.m. ... Every 15 minutes	5.00 p.m. to 5.30 p.m. ... Every 15 minutes

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes	9.00 a.m. to 9.30 a.m. ... Every 30 minutes
9.30 a.m. to 10.30 a.m. ... Every 15 minutes	10.30 a.m. to 11.00 a.m. ... Every 10 minutes
11.00 a.m. to 12.00 noon ... Every 15 minutes	12.00 noon to 1.00 p.m. ... Every 10 minutes
1.00 p.m. to 1.30 p.m. ... Every 15 minutes	1.30 p.m. to 2.00 p.m. ... Every 10 minutes
2.00 p.m. to 2.30 p.m. ... Every 15 minutes	2.30 p.m. to 3.00 p.m. ... Every 10 minutes
3.00 p.m. to 4.00 p.m. ... Every 15 minutes	4.00 p.m. to 5.00 p.m. ... Every 10 minutes

NIGHT CARS as on Week Days.

Extra cars at 2.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

HONGKONG, 17th April, 1910.

SAVE YOUR HEALTH

in drinking the cheapest and most agreeable Table Mineral Water

"COUZAN GATIER"

approved by the French Faculty of Medicine.

Large Bottles	\$0.30
Dozens	3.25
Case 50 Bottles	17.50

SOLE AGENTS:

"FRENCH STORE"

Hongkong, 18th July, 1910.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

GABINET-MAKERS AND ART-DECOORATORS, from Shanghai, has to open their FURNITURE STORE

No. 39, DES VOUEX ROAD CENTRAL, The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Have been patronized by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. & Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture supplied.

Messrs. A. & Watson & Co., Ltd., write as follows:

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Furniture to our Dispensary and gave us every satisfaction."

(Sd) A. & Watson & Co.

25th May, 1911.

ORDERS personally attended to and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 18th August, 1910.

JUST RECEIVED AND FOR SALE

THE COMING SEASONS' NOVELTIES

FROM RAPHAEL TUCK & SONS.

LARGE SELECTION OF XMAS CARDS

Picture Puzzle Postcards, Painting Books, Birthday Books, Tuck's Annual, Walking Animals, Mechanical Toys, Marionettes, Rocking Animals, &c.

ALSO FOR SALE

VEGETABLE and FLOWER SEEDS

GARDEN FERTILISERS, Books on Gardening, &c.

USED POSTAGE STAMPS

in Single Sets, Packets and Bags. All Philatelic Goods.

VIEW POSTCARDS.

MANILA CIGARS and CIGARETTES.

&c., &c., &c. Inspection invited.

GRACA & CO., 27, DES VOUEX ROAD, HONGKONG.

Hongkong, 18th October, 1910.

NEW SHOP!

JUST OPENED!!

DO NOT MISS LOOKING AT

OUR WONDERFUL SELECTIONS OF

RARE JEWELS,

&c., &c., &c.

MOHIDEEN & CO.

Dealers in

CEYLON PRECIOUS

STONES, &c.

38 & 40, QUEEN'S ROAD

CENTRAL.

Hongkong, 19th May, 1910.

NOTICE.

A LARGE Number of BOOKS, PERIODICALS, MAGAZINES and STAMPS, TRATED PAPER and other articles, of the highest quality, have been received at the S. S. Mohideen & Co. shop, 38 & 40, Queen's Road, Central, Hongkong, and will be sold at a very low price.

Orders may be placed at the shop or by post, and will be promptly attended to.

S. S. Mohideen & Co., 38 & 40, Queen's Road, Central, Hongkong.

19th May, 1911.